

## American Interests In Cuba.

With a fleet of warships carrying the American flag in or near Cuban waters, and two members of President Roosevelt's cabinet on a mission of peace to that island, it is worth while to inquire what material interest American capital has acquired in the new republic, for this, when all is said and done that diplomacy calls for, will justify any action the president may take under the Platts amendment to the Cuban constitution—an amendment designed to invite American capital to build up the war shattered industries of the "Queen of the Antilles," and to secure protection for that capital when invested. In fact, it has been repeatedly stated since the present outbreak against the Palma government took the field with armed forces that the main purpose in view was American intervention.

In 1902, when General Wood, had command in Cuba, a compilation made showed that but ninety-five sugar estates were being worked at that time, supplying sufficient cane to make 750,000 tons of sugar. Of these plantations but three were registered as owned by Americans and three by English capitalists. Now the case is different. D. A. Willey, in Moody's magazine for September, declares that of the 179 plantations no less than thirty admitted to be under American ownership, while there is good reason to believe that a large number, ostensibly held by Cubans, have been paid for by funds from the United States, the original name being retained for reasons of policy. The acreage known to be owned by Americans yields 375,000 at a harvest, or over one third of the entire crop. Since 1904 so much more land has come under American control that the tonnage they produce has expanded over 40 per cent in the one year.

This is "going some," as they express it in the West. But this progress was expected in official circles at Washington, where our sugar interests are efficiently represented. Four years ago, when the project to reduce the tariff on Cuban sugar was urged before congress, Henry O. Havemeyer, president of the sugar trust, was shown to be interested directly in several large estates, while the National Sugar Refining company and the American Sugar Refining had invested in sugar property to the extent of some \$10,000,000.

Americans not only own the sugar industry in Cuba to a large extent, but they have also revolutionized that industry in the past four years. The steam engine is now used for hauling plows, and modern plows and cultivators of American make prepare the soil for the planting. The larger plantations are provided with railroads for hauling cane from the fields to the mill and when the latter is reached the work of making sugar is now entirely automatic, with the task of unloading the cane cars performed by machinery. This helps to explain the very rapid advance in the Cuban output of sugar since 1902, when the government of the island was transferred to the newly elected authorities.

In the fiscal year ending June 30, 1902, our imports from Cuba—mainly sugar—were valued at \$14,604,684, while for the year ending June 30, 1905, the figure was \$86,304,259. The department of commerce, in its August bulletin, estimates the American

## PIKE CENTENNIAL.

# Celebration

At Colorado Springs, September 24 to 29, in commemoration to the discovery of Pike Peak. Tickets on sale by Colorado & Southern at one fare for round trip on 22, 23, 24, 26 and 27, final limit 30th.

investments in Cuba at \$120,000,000, compared with \$100,000,000 by British subjects. —Rocky Mountain News.

## Official Invitation to Dry Land Farmers to Meet in Denver Has Been Issued.

The call for the first general congress of dry land farmers in the history of the West has been issued by Governor McDonald in an invitation which embraces every state west of the Missouri river, and fixed the date for the convention of this great gathering at November 22.

The most important business to come before the committee is the selection of a greater committee to have general charge of the convention, now that the original committee has practically set it in motion. This committee will consist of about forty farmers and business men from various sections of Colorado, and will include officers and professors at the State Agricultural college, on which will devolve a part of the work of preparing the program.

This convention must be an educational congress. The people of Denver and thousands of the Western farmers do not realize what progress has been made in dry farming, and to disturb this knowledge must be the prime object of the gathering to which Colorado is inviting the West, said Governor McDonald yesterday.

To develop the highest standard of scientific and practical value in the convention, Secretary Wilson of the department of agriculture is to be invited to attend the convention in person, and to lend the aid of his department in instructing the heads of the various experimental stations to give their time to this convention.

Secretary Wilson is one of the most ardent of dry land farmers himself, and it is believed that he will come to Denver in November.

Every state from the Missouri river to California will be invited to attend the congress.

## Train Load of People Drowned in Raging Cimarron River in Oklahoma.

LAWTON, OKLA. Sept. 18th, '06.—The Rock Island office has received news of the plunging of number 12, north bound Rock Island train into the Cimarron River between Kingfisher and Dover, on the main line at 5 o'clock this morning. The engine is out of sight in the raging water, and both the engineer and fireman are killed. It is said that probably many lives were lost. The bridge was damaged by the heavy rain last night and gave way under the train. One sleeper remained on the track but the baggage car and a coach are reported to have gone into the river. The wires are down in all directions and all efforts to obtain news of the wreck are much delayed. The Cimarron River bridge, which is reported to have gone down, is three miles south of Dover, Kingfisher County, Oklahoma. The wrecked train

left Fort Worth last night and was made up of the engine, combination baggage and mail car, smoker, a coach and one sleeper.

A dispatch received at Wichita Kansas, from the scene of the wreck, asserts that only three passengers were saved. The wires were carried down with the bridge and no details were received.

A telephone message from Hennessey, eight miles from the scene of the wreck on the Rock Island Railroad says all the cars except a rear Pullman are in the Cimarron river and that two hundred and twenty-five persons were carried into the water. Six persons were reported saved.

It is reported at Enid that fully one hundred persons were drowned as a result of the wreck near Dover. All cars except the Pullman, went into the raging torrent. All passengers except Floyd Zeist, who waded and swam two miles to shore, were drowned.

A message received in Kansas City from Doversays: forty-seven bodies were taken to Dover from the scene of the wreck. Rock Island officials say that there could not have been more than 150 people on the train. It is not yet known how many were saved.

Report from Kingfisher says many people rescued at Dover arrived there on relief train.

In every newspaper we pick up we're sure to find a lot of gush about the man behind the counter and the man behind the gun; the man behind the buzz saw and the man behind the son; the man behind the times and the man behind his rents; the man behind the plow share and the man behind the fence; the man behind the whistle and the man behind the cars; the man behind the kodak and the man behind the bars; the man behind his whiskers and the man behind his fists; and everything behind has entered in the list. But they've skipped another fellow of whom nothing has ever been said, the fellow who is even or a little way ahead, who pays for what he gets, whose bills are always signed; he's a blamed sight more important than the man who is behind. All we editors and merchants, and the whole commercial clan, are indebted for existence to this honest fellowman. He keeps us all in business and his town is never dead; and so we take our hats off to the man who is ahead. —Ex.

## The Book Of Phonetic Spelling.

The use of reformed spelling in official documents will no doubt hasten a movement that has quietly been going on for generations. Sooner or later the written English language must have more resemblance to the spoken tongue than it has at present. That resemblance can never be exact of course. It is impossible to have written speech a photograph of spoken speech until all people speak alike. But that is no reason why we should not come as near the goal as possible. Of course the change will entail some loss, but to long suffering childhood it will come as a boon worth many holidays.

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